

Montana and the Sky

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MONTANA AERONAUTICS DIVISION

June 1986

SCHAFER MEADOWS WORK SESSION

By: Mike Ferguson
Administrator

July 18, 19, and 20 are the days scheduled for the annual work session fly-in at Schafer Meadows. It is important that those planning to fly in to Schafer Meadows be aware of some concerns which may affect the future use of this treasured pilots' paradise located in the Great Bear Wilderness.

During the past two years there have been many meetings of the U.S. Forest Service Limits of Acceptable Change (LAC) Committee, which is comprised of representatives of user groups of the Great Bear and Bob Marshall Wildernesses. The purpose of this Committee is to identify and grade the heavily used areas and to recommend corrective action of policies the U.S. Forest Service should implement to keep these areas within acceptable use limits.

Where does Schafer Meadows fit into the LAC picture? The Montana Flying Farmers, MPA, and the Aeronautics Division have representatives actively serving on the LAC Committee, and it has been our objective to assure that our use of the Schafer Meadows Airstrip and pilots' campground are not adversely affected. There are some who strongly object to aircraft being allowed in the wilderness mainly because they feel that the noise and sight of aircraft are contrary to the goals of protecting a pristine atmosphere within a wilderness.

Congress passed the Great Bear Wilderness Act in 1978 which encompassed Schafer Meadows; however, due to a strong Montana pilots' lobby, they placed language in the Congressional Report which stated: "THIS AREA (SCHAFER AIRSTRIP) WAS INCLUDED IN THE

WILDERNESS WITH THE SPECIFIC UNDERSTANDING THAT THE FOREST SERVICE WILL NOT ACT TO PHASE OUT PUBLIC USE OF THE AIRSTRIP . . . IN GENERAL, THE COMMITTEE DIRECTS THAT THE EXISTING LEVEL OF AVIATION USE BY THE PUBLIC (INCLUDING COMMERCIAL OUTFITTERS) BE ALLOWED TO CONTINUE, BUT THAT GREATLY EXPANDED USE MAY BE REASONABLY REGULATED BY THE FOREST SERVICE TO PROTECT WILDERNESS VALUES."

Some of the issues the U.S. Forest Service must address in regard to Schafer Airstrip include the use level of the airstrip itself as well as the flight routes into and out of the airstrip. Several things can be initiated in an effort to show good faith and to resolve, or at least make an attempt to reduce, the negative aircraft impact on the "wilderness values."

We as pilots can be more conscious of our flight altitudes when navigating over the wilderness. It should, if possible, be the same as over the National Parks which is 2,000 feet AGL except for landing descent and takeoff. We can also be more conscious and discrete about sightseeing tours from and back to Schafer while being camped out at Schafer. If you must sightsee, then do it on your arrival and departure flights.

Be more discrete about "shuttle flights" into and out of Schafer - be sure that they are necessary. Do not engage in any flight training; i.e., touch and gos. If you must have some dual flight instruction in order to safely fly into Schafer as pilot in command, do it during week days when fewer aircraft can be anticipated - do not plan any training during the work session/fly-in.

One thing for sure is that as pilots we do want to preserve our beautiful airstrip as well as our right to use it, and we can do this by taking a good look at our own use habits and maybe make some changes (if necessary) in order to be good neighbors and to head off any "use regulation" by the Forest Service as authorized by Congress if our use is "greatly expanded."

In conclusion, let's also make an effort to participate in the work session of our traditional fly-in in an effort to keep what we all so highly treasure - SCHAFER MEADOWS AIRSTRIP. We all look forward to seeing you there. FLY SAFELY!

New Register At Schafer



A new pilot register has been set up at Schafer Meadows. Pilots are urged to register each time you fly to Schafer. This is in addition to the pilot registration desk in front of the Ranger Station. Pilots are urged to maintain 2,000 feet AGL when flying over the wilderness areas to minimize the noise for those on the ground.

Administrator's Column

Flight Service Station Closures. I know it seems like there's no end to the FSS issue; however, I would like to give you an update on what has transpired during the past month. As I stated in the May issue of *Montana and the Sky*, both Butte and Bozeman FSSs were to close - which they did. However, the city of Butte made arrangements to pay the FAA to keep their FSS open so they were able to remain on a 24-hour schedule. I think it is an absolute shame that a person, community, or any user of the FAA system has to pay twice to get the service that Congress has mandated the FAA to provide. In any case, this still is not as good as it may seem on the surface, as Bozeman FSS did go to a part-time schedule and Bozeman FSS is responsible for the VOR monitoring of the Livingston, Dillon, Whitehall, and Butte VORs. So even though the Butte FSS is open during the night, an IFR flight cannot be conducted into Butte while the Bozeman FSS is closed. This is also true of Dillon and Livingston and, of course, Bozeman. I traveled to Washington, D.C. and testified at a hearing held by the Aviation Subcommittee, chaired by Congressman Mineta, on June 4. My testimony was given on behalf of the Montana Aeronautics Board, the MPA, the MATA, MAMA, the Flying Farmers, the 99's, the MAAA, the Montana EAA, and the Montana Wing of the CAP. I explained the situation here in Montana and how the FSS closures are impacting not only flight safety but commerce. Testimony was also given by the Aircraft Owners and Pilots Association, the National Air Transportation Association, the National Association of State Aviation Officials, the National Association of Air Traffic specialists, and Montana Congressman Pat Williams. Judging from the questions from the Committee, I am optimistic that we did have an impact and that some changes will result to restore the FSS services so important to aviation safety in Montana.

* * * * *

Del Bonita/Whetstone International Fly-In. I attended the Alberta and Montana International Flying Farmers Fly-In held at Whetstone International Airstrip on June 7. Whetstone International Airstrip is located at the Del Bonita U.S./Canada border crossing, which is about 30 miles northwest of Cut Bank, Montana. The day was beautiful and the turnout was good. After an enormous potluck picnic lunch, ceremonies were MC'd by Alberta Flying Farmer Don Althen. The Alberta and Montana Flying Farmers are primarily responsible for the construction of this airstrip. They requested that the Montana Aeronautics Division sponsor the construction and management of this airstrip; and, after gaining Aeronautics Board approval, Herb Simmons (who was then chairman of the Aeronautics Board and a staunch member of the Flying Farmers and MPA) successfully sought the approval from Frank Whetstone, the chairman of the International Boundary Commission. (Mr. Whetstone is also from Cut Bank - the airstrip is named after Mr. Whetstone.) Don Althen, Alberta, assisted by Jerry Swenson, Montana, organized a volunteer work group; and, after many hard days of work, the airstrip became a reality. The Montana Aeronautics Division provided the survey work, windsock and standard, runway cone markers, and a unicorn in the U.S. Customs office. I might add that we owe a great deal of the success of this airport to the support and positive attitude of John Carter, U.S. Customs, and Ed Makel, Canadian Customs, who are in charge of their respective offices located at the Del Bonita port. I should also point out that the airstrip is maintained by volunteer help headed by Don Althen. I guess that we at the Aeronautics Division look to Don as our unofficial (unpaid) airport manager. It's gratifying to see what can be done when everyone can pull together and build (and maintain) such a fine and useful airstrip. I only wish we could experience more of this spirit of cooperation throughout our state and country.

* * * * *

U.S. Customs Fees. During the Whetstone International Fly-In discussed above, Mr. Carter, U.S. Customs manager at the Del Bonita port, regrettably announced that, effective July 7, 1986, the U.S. Customs will begin charging a customs clearing annual fee of \$25 per airplane. Mr. Makel, Canadian Customs manager, happily announced that



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ADMINISTRATOR'S COLUMN — Continued

Canada welcomes their U.S. neighbors to Canada where they will continue to clear customs free of charge. The crowd's reaction was NOT favorable towards the U.S. Customs' new policy, citing blatant discrimination toward general aviation people and discouraging Canadian private air travel into the U.S. - not to mention discouraging U.S. private air travel into Canada due to the return fee. This discrimination charge is in view of the fact that automobiles will continue to be cleared FREE by the same U.S. Customs inspectors at the port of entries with customs clearing airstrips. I should point out that the U.S. Customs attempted to impose a \$25 per entry up to \$500 per year maximum fee. I should also mention that there are rumors that the U.S. Customs is proposing an increase of this discriminating fee next year!

Use Care in Flying To Oshkosh

The Wisconsin Bureau of Aeronautics is seeking your assistance in reducing and minimizing the number of accidents enroute to and returning from the Experimental Aircraft Association's International Convention in Oshkosh, August 1 — 8, and the International Aerobatic Club's competition the following week in Fon du Lac.

Each year a number of the thousands of pilots flying to Oshkosh are involved in accidents, most of them being fuel or weather related.

Many of these accidents could be prevented if pilots would remember the following potential problems:

1. Don't stretch your fuel range.
2. Call ahead to confirm fuel availability.
3. Be weather wary. The Oshkosh area with its many lakes will catch many a pilot in foggy conditions.
4. File a flight plan and use the FSS services available.
5. Don't overextend yourself. Each year fatigue causes many accidents.

Get-there-it has ruined many a flight — don't let it ruin your trip to this great aviation gathering.

Livingston Gets ELT Training



Fred Hasskamp traveled to Livingston in May to train Park County Disaster and Emergency Services personnel in ELT homing. The Park County group is headed by pilot Jim Johnson of Livingston. Pictured above are (from left): Jim Johnson; John Walker, USFS; Al Jenkins; Tom Murphy; Dave Hancock; and Dan Pittman. An ELT homer is available at the Livingston FSS.

CALENDAR

June 28 - Flying Farmers Queen's Fly-In, Cut Bank. Call Phyllis Sammons at 873-2626.

July 4-6 - MPA Fly-In at Sondreson Airstrip.

July 12 - First Annual Airplane Rumage Sale, Kalispell City Airport. Sponsored by Flathead Hangar of the MPA.

July 18-19 - Schafer Meadows Work Session.

July 26-27 - Montana Antique Aircraft Association Fly-In/Air Show, Three Forks. Contact Bud Hall at 586-6994 or Patti Thompson at 452-8800.

Aug. 1-8 - EAA Fly-In, Oshkosh, Wisc.

Aug. 2 - Fly-In at Madison Valley Aviation, Ennis.

Aug. 17 - Helena Air Show. Featuring the Thunderbirds.

Aug. 23-24 - First Annual Big Sky International Air Show. Featuring the first U.S. tour of the Frece Tricolori Italian Jet Team. Call 248-1541 for more information.

Sept. 11-14 - Reno Air Races.

Sept. 19-21 - Mountain Search Pilot Clinic, Kalispell.

Oct. 29-Nov 1 - AOPA Convention, San Antonio, Texas.

Feb. 18-21, 1987 - Montana Statewide Aviation Conference, Missoula.



More New Frequencies

The following are new frequencies on runway light radio controllers:

Terry and Hysham runway lights may be activated by keying 122.9 MHz five times in five seconds.

Turner and Thompson Falls will be changed to 122.9 MHz in the near future.

MPA to Hold Fly-In

The MPA will sponsor a camp-out/fly-in at the Sonderson Airstrip on the North Fork of the Flathead July 4-6. For more information, contact Don Ross in Kalispell at 755-2618. Plan to go - it should be a good time in a beautiful spot!

Airport Tours Popular Spring Activity

By Fred Hasskamp, Chief
Safety and Education Bureau

Airport tours were conducted by Division personnel throughout the 1985-86 school year for over 500 young people from Helena and the surrounding area schools including Linclon, Townsend, Clancy, Kalispell, and Deer Lodge.

Tours of airport facilities included the Montana Aeronautics Division, the FAA, the control tower, National Weather Service, Army Aviation Support Facility, Helena Vo-Tech center, and the CFR.

FBOs and others involved in aviation throughout the state are also contributing their time and expertise in arranging and conducting airport tours for young people.

Over the years, hundreds and hundreds of young people have learned about the importance of aviation, aviation careers, services offered at the airports, how to become a pilot, etc.



Jack Poppe of the National Weather Service has a fascinated audience as he explains weather reporting during an airport tour of Helena.

MAY SAR ACTIVITY

By: Fred Hasskamp, Chief
Safety and Education Bureau

May was a good month as far as lack of SAR related activity was concerned.

Only two ELTs were reported — both by SARSAT. One ELT was at Glasgow and the other at Billings — both non-distress.

With summer flying activities beginning, let's all think "safety first."

If you think safety is too costly, try an accident!



Geraldine Schools sixth grade teacher Leslie Fink organized an Air Fair recently in her school which involved the entire elementary school. Many aviation activities held the interest of both students and teachers. One unique contest was an "egg drop" which consisted of packaging raw eggs in different materials and then dropping them from an airplane to see which kinds of packaging best protected the contents. John Smart of Geraldine (right above) provided orientation flights for the fourth and sixth grade classes (yes, one student at a time!) in his Super Cub. Pictured with John is Geraldine's Superintendent of Schools, Walt Piippo.



Karry Grove, fifth grade teacher at Lewis and Clark School in Lewistown, is shown above with her class. Aerospace education is important in Mrs. Grove's classroom, and the students love it. In addition to studying about aviation and aerospace, students had an airport tour, visited the Lewistown FSS, and had an opportunity to sit in and get a good look at aircraft. Keep up the good work, Karry!



A group of youngsters wait in line for their turn to sit in the T-41 during an airport tour at Helena.

BOZEMAN AIR SHOW - MAY 24



They never fail to produce a thrill.



An F-111 fighter.



A World War II military trainer - the AT-6.



Bill Barba, Polson, stopped by Aeronautics on his way to the air show in Bozeman in May. He was flying his SE-5A replica of the World War I fighter which he built himself.

WAYNE BARLOW TO HEAD NW REGION



Wayne J. Barlow has become the new director of the FAA's Northwest Mountain Region, replacing Charles Foster who retired April 30.

Barlow's previous positions have included director of the FAA's Great Lakes Region in Chicago, deputy director of the Northwest Mountain Region, and various technical and management positions in four of the FAA's nine regions. He has 32 years of military and civilian federal service, including 27 years with the FAA.

Barlow is a graduate of Weber State College in Ogden, Utah. He is an Associate Fellow in the American Institute of Aeronautics and Astronautics and holds a private pilot's license.

OX-5 Meets in Helena

On May 23, the Big Sky Wing of the OX-5 held a meeting at Jorgenson's in Helena.

The Big Sky Wing consists of about 60 members, mostly from Montana, Idaho, and Wyoming, although there are a few members from other surrounding states. There is also a national OX-5 organization with which the Big Sky Wing is affiliated.

Membership in the OX-5 organization is made up of those who were pilots of OX-5 powered aircraft, mechanics on OX-5

engines, or owners of OX-5 powered aircraft before December 31, 1940.

The OX-5 was built by Curtis in World War I days. After the war, the government sold surplus engines, and most homebuilts of that era were powered with OX-5 engines. Very few remain in existence, and Reese Smelser of Helena, president of the Big Sky Wing, says he knows of none that are actually still flying.

The national OX-5 meeting will be held in Seattle in September.



Reese Smelser, Helena, is president of the Big Sky Wing of the OX-5 organization. Pictured with Reese is Augusta Dodd. Secretary of the group is Emily Newcomer from McCall, Idaho, the only lady in the Big Sky Wing.



Al and Thelma Newby, Belgrade, and Mr. and Mrs. Wilson Steen of Glens Ferry, Idaho.



Mr. and Mrs. Carl Haun of Bozeman.



Eighty-six year old Slim Phillips of Missoula used to fly the Ford Tri-Motor for Johnson Flying Service.

FAA Issues Certificates

PRIVATE

Shayne Hatfield	Whitefish
James Bonawitz	Billings
Dale Bolejack	Colstrip
Larry Meriman	Chester
Milton Anderson	Dillon
Timothy Dwyer	Sidney
Robert Christoffersen	Froid
Earl Jensen	Glendive
Robert Elwood	Glendive
Doug Long	Wolf Point
Donn Schutt	Wolf Point
Frank Holst	Gardiner
Michael Huntley	Missoula
Vernon Larson	Conrad
Lee Poole	Ennis
Peter Nelson	Billings
Boyd McGarvey	Laurel
Daniel Hohenback	Superior
Darrell Anderson	Great Falls
Thomas Cordingley	Helena
Milton Anderson	Dillon
James Johnson	Livingston
Mark Miller	Harlowton
Vern Stanfill	Toston
John Stillman	Livingston
William Cole	Chester
Max Lederberg	Turner
David Sisk	Seeley Lake
Theresa Scott	Missoula
Lance Johnson	Malta
Dale Hudiburgh	Billings
Brad Loveless	Billings
Frank Stevens	Billings

COMMERCIAL

Bradley Warwick	Conrad
Wayne Just	Kalispell
David Hoerner	Kalispell
Kenneth Fielding	Missoula
Kenneth Nelson	Joplin
Allen Rickman	Columbus
Earl Sibley	Nashua
Harry Andersen	Lolo
John Gilman	Missoula
Bobby Williams	Billings
John Zawada	Billings
Robert Blain	Billings
Gerald Bullinger	Billings

MULTI-ENGINE

Dana Glatz	Helena
Michael Gustafson	Billings
Keith Petersen	Billings
Mark Timmons	Missoula
David Southworth	Billings

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PILOT EXAMINERS LISTED

ATP

Ryan Sandvig	Fort Benton
Larry Benedict	Belgrade
Mart Cox	Billings
Carl Stine	Bonner
Bradley Duerst	Billings
Almon Blain	Billings

INSTRUMENT

Leland Christopherson	.....	Havre
Richard Backstrom	.....	Bozeman
Bruno Friia	.....	Missoula
Richard Nash	.....	Missoula
Brad Van Tine	.....	Billings
Wayne Meyer	.....	Bozeman
Dennis Lohse	.....	Helena
Charles Witte	.....	Elko
Gerald Bullinger	.....	Billings

INSTRUCTOR

Mary LaMoy	Missoula
(Instrument - Ground)	
Richard Juntunen	Clancy
David Hoerner	Kalispell
(Instrument)	
Steven Loney	Highwood
David Jourdan	Billings
Michael Bostyan	Billings
Patrick Dvarishkis	Ballantine
Michael Roy	Florence
Dominique Bugnon	Great Falls
(Ground)	
Andrew Taylor	Fort Benton
Michael Schwartz	Butte
(Instrument)	
Gerald Bullinger	Billings
(Instrument)	

Following is a list provided by the Helena FSDO of pilot examiners as of May 1986:

Belgrade:

Greg Mecklenburg
Box 808
388-4804

Big Sandy:

Wayne Turner
Box 126
378-2534

Billings:

Daniel Liudahl
1433 Janie St.
248-6516

Douglas Rotondi
2925 Nye Lane
245-9506

Gary Woltermann
Box 253
252-8300

Bozeman:

Thomas Stelmak
Box 3746
586-8684

East Helena:

Robert Van Meter
605 E. Riggs
227-8510

Fairfield:

John Kinna
Box 485
467-2352

Fromberg:

Robert Palmersheim
252-0508 (in Billings)

Great Falls:

Tim Hayes
909 Avenue E, N.W.
454-1449

Hamilton:

William Tubbs
1005 South Fourth
363-3833

Helena:

Jeff Morrison
Helena Regional Airport
442-2190

Kalispell:

Ken Byers
Route 7, 1667 Stag Lane
257-7678

Leroy Keller
375 Grandview Drive
755-1532

Lewistown:

Charles Rogers
Box 895
538-3767

Miles City:

Joe Ugrin
Box 656
232-1354

Sidney:

Philip Petrik
Box 701
482-1832

Gillette, WY:

Jay Lundell
3225 Lake Street
(307) 682-1335

SURVEY OF LORAN C UTILIZATION

Please answer the following questions about Loran C and return this survey form at your earliest convenience:

1. I now have a Loran C receiver installed in my aircraft N#_____. (if more than one aircraft, please list all other N numbers.)
2. I regularly use Loran as (check one or both):
_____ a. Augmentation for other enroute navigation methods
_____ b. Augmentation and monitoring for standard instrument approach procedures
3. I do not presently have a Loran C receiver in my aircraft but would be interested in seeing procedures developed by the FAA for expanded use of the existing system.
_____ Yes _____ No
4. Although I don't have a Loran C receiver at this time, I am seriously considering purchasing one.
_____ Within 6 months _____ Within a year

Examiners - Continued . . .

Greybull, WY:

Gene Powers
Box 391
(307) 765-4482

Randy Sullivan
101 Sumac
(307) 765-4482

Pilot Proficiency Examiner:

Gene Powers
Box 391
Greybull, WY (307) 765-4482

HERE AND TH'AIR

AOPA Says Avgas Too High. The AOPA has complained to major oil companies about the disparity in price decreases between aviation and automotive fuels. John Baker, president of AOPA, wrote that "the price of avgas has decreased an average of only 3¢ per gallon during a time when automotive fuel has decreased an average of 25¢ per gallon." Both are refined from the same barrel of crude oil. AOPA will keep its membership informed of avgas fuel prices nationwide by publishing the AOPA Fuel Watch in AOPA Pilot magazine.

Astronaut to Speak at AOPA Convention. Featured speaker at the Aircraft

Owners and Pilots Association's annual convention will be Major Kenneth Cameron, NASA astronaut.

The convention, to be held October 29 - November 1 in San Antonio, Texas, will highlight programs for pilots as well as non-pilots with over 140 aviation manufacturers on hand with displays. For more information, contact Ann Kilian at 301-695-2052.

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MEMBER

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PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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